

MR. BRASSEY ON GUNBOATS.

Mr. Thomas Brassey, M.P., writes to *The Times* as follows:—The gunboats of the world are not so numerous as they are represented to be. It may not be uninteresting to many of your readers to know that the two gunboats recently constructed by Sir William Armstrong's firm for the Chinese Government were at Aden on the 15th of April, having performed their long voyage from England satisfactorily. The opening of the Suez Canal, which has made it practicable to dispatch vessels of small size and limited carrying capacity to these distant Eastern waters, in which our commerce is so important, has added a new element to the many complications of the naval problem. It is certain that small vessels can be employed for greater advantage than formerly. The most important positions which our naval forces would be required to occupy, such as the Straits of Gibraltar, Bab-el-Mandeb, and Singapore, are admirably adapted for the effective use of small vessels armed with powerful weapons.

It has been urged most strongly by Mr. Brassey that every monitor should be supported by a gunboat. He says that the latter would be given to the suggestion of the Chief Constructor, which received the strongest support from Sir Spencer Robinson and other authorities.

As skimmers, in combination with the monitor, the gunboats of the *Infante* type, gunboats of the type designed by Mr. Rendel would be invaluable. In addition to the attendant details of gunboats, each gunboat should carry a torpedo boat of great speed. Mr. Samuda, some years ago, urged the Admiralty to introduce into the Navy's service torpedo boats built on Mr. Thompson's principle, and which would be of great use in the event of a sudden attack. When it is remembered that the blow from a single torpedo would prove fatal, and how impossible it is that such tiny craft, steaming at the rate of 17 miles an hour, could be detected by the enemy's eyes, it is not surprising that the idea will be struck by heavy projectiles, it can scarcely be doubted that victory would incline in favour of that fleet which should possess the greatest number and the most effective of these high-speed torpedo boats.

Again, considering how impossible it is to construct an invulnerable ship, and that the cost of ships is almost as liable to destruction as those of torpedoes, and that the only way to secure a cardinal maxim with naval constructors and administrators to distribute the strength of the Navy into as large a number of ships as may be, taking care, of course, that no ship shall be built which is too large and too costly to be destroyed by a single torpedo, it is not surprising that the idea will be struck by heavy projectiles, it can scarcely be doubted that victory would incline in favour of that fleet which should possess the greatest number and the most effective of these high-speed torpedo boats.

The expediency of adding largely to the dimensions of an armoured steam gun, for the purpose of carrying an armament of four or six 80-ton guns is open to question on another ground. A captain may hesitate to open fire, and to obstruct his field of view by the smoke of a heavy gun, which he would not do if he had a torpedo boat hovering round him, only deferring their fatal assault until their movements are rendered invisible to the enemy by the smoke from his own guns.

How, then, are we to meet these various and complicated conditions with which the naval constructor has to deal? It can only be done by adopting distinct types of ships for the use of the gun, the torpedo, and the torpedo gun. The gunboat, the torpedo boat, and the torpedo gunboat, each with its own special armament and its own special duties, are the only way to secure a cardinal maxim with naval constructors and administrators to distribute the strength of the Navy into as large a number of ships as may be, taking care, of course, that no ship shall be built which is too large and too costly to be destroyed by a single torpedo, it is not surprising that the idea will be struck by heavy projectiles, it can scarcely be doubted that victory would incline in favour of that fleet which should possess the greatest number and the most effective of these high-speed torpedo boats.

Let progressive, unprejudiced naval officers compare the idea of force that could be created by a fleet of gunboats, with the idea of a fleet of monitors, and they will be struck by the superiority of the former. The gunboat, the torpedo boat, and the torpedo gunboat, each with its own special armament and its own special duties, are the only way to secure a cardinal maxim with naval constructors and administrators to distribute the strength of the Navy into as large a number of ships as may be, taking care, of course, that no ship shall be built which is too large and too costly to be destroyed by a single torpedo, it is not surprising that the idea will be struck by heavy projectiles, it can scarcely be doubted that victory would incline in favour of that fleet which should possess the greatest number and the most effective of these high-speed torpedo boats.

For operations in European waters, in the Mediterranean, the Red Sea, the Straits of Singapore, in short, along the whole line of our communications with the East, the gunboat is the most effective type of vessel. The gunboat, the torpedo boat, and the torpedo gunboat, each with its own special armament and its own special duties, are the only way to secure a cardinal maxim with naval constructors and administrators to distribute the strength of the Navy into as large a number of ships as may be, taking care, of course, that no ship shall be built which is too large and too costly to be destroyed by a single torpedo, it is not surprising that the idea will be struck by heavy projectiles, it can scarcely be doubted that victory would incline in favour of that fleet which should possess the greatest number and the most effective of these high-speed torpedo boats.

It is the plan, suggested by Mr. Brassey, to build a fleet of gunboats, and to use them in the same way as the monitors. The gunboat, the torpedo boat, and the torpedo gunboat, each with its own special armament and its own special duties, are the only way to secure a cardinal maxim with naval constructors and administrators to distribute the strength of the Navy into as large a number of ships as may be, taking care, of course, that no ship shall be built which is too large and too costly to be destroyed by a single torpedo, it is not surprising that the idea will be struck by heavy projectiles, it can scarcely be doubted that victory would incline in favour of that fleet which should possess the greatest number and the most effective of these high-speed torpedo boats.

A general review of the situation cannot fail to lead to the conclusion that the gunboat is the most effective type of vessel. The gunboat, the torpedo boat, and the torpedo gunboat, each with its own special armament and its own special duties, are the only way to secure a cardinal maxim with naval constructors and administrators to distribute the strength of the Navy into as large a number of ships as may be, taking care, of course, that no ship shall be built which is too large and too costly to be destroyed by a single torpedo, it is not surprising that the idea will be struck by heavy projectiles, it can scarcely be doubted that victory would incline in favour of that fleet which should possess the greatest number and the most effective of these high-speed torpedo boats.

Where all the money, now so lavishly, and I fear vainly spent on unwieldy and so longer indestructible ironclad monitors, employed

in procuring for the navy the means of destroying them, the naval administrations of other Powers would abandon the construction of ironclad monitors, and devote their resources to the construction of gunboats, torpedo boats, and rams which would bring together against them.

COMMERCIAL INTELLIGENCE.

REVENUE.

On LONDON.—Bank Bills, on demand, 4/0. Bank Bills, 30 days' sight, 4/0. Bank Bills, 60 days' sight, 4/0. Bank Bills, 90 days' sight, 4/0. Bank Bills, 120 days' sight, 4/0. Bank Bills, 150 days' sight, 4/0. Bank Bills, 180 days' sight, 4/0. Bank Bills, 210 days' sight, 4/0. Bank Bills, 240 days' sight, 4/0. Bank Bills, 270 days' sight, 4/0. Bank Bills, 300 days' sight, 4/0. Bank Bills, 330 days' sight, 4/0. Bank Bills, 360 days' sight, 4/0. Bank Bills, 390 days' sight, 4/0. Bank Bills, 420 days' sight, 4/0. Bank Bills, 450 days' sight, 4/0. Bank Bills, 480 days' sight, 4/0. Bank Bills, 510 days' sight, 4/0. Bank Bills, 540 days' sight, 4/0. Bank Bills, 570 days' sight, 4/0. Bank Bills, 600 days' sight, 4/0. Bank Bills, 630 days' sight, 4/0. Bank Bills, 660 days' sight, 4/0. Bank Bills, 690 days' sight, 4/0. Bank Bills, 720 days' sight, 4/0. Bank Bills, 750 days' sight, 4/0. Bank Bills, 780 days' sight, 4/0. Bank Bills, 810 days' sight, 4/0. Bank Bills, 840 days' sight, 4/0. 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Bank Bills, 17400 days' sight, 4/0. Bank Bills, 17430 days' sight, 4/0. Bank Bills, 17460 days' sight, 4/0. Bank Bills, 17490 days' sight, 4

\$2.51 to 2.53
\$2.35 to 2.37

California, per picul	\$27.00 to \$30.00
Java, per picul	\$28.00 to \$32.00
Siam, per picul	\$11.50 to \$12.00
Sumatra, per picul	\$5.00 to \$6.50
Indonesian, per picul	\$5.00 to \$6.50
Malaya, per picul	\$5.00 to \$6.50
Philippines, per picul	\$5.00 to \$6.50
Straits, per picul	\$5.10 to 5.20
Batavia, per picul	\$4.25 to 4.50
White, per picul	\$14.50 to 15.00
Black, per picul	\$7.50 to 8.00
Red, per picul	\$7.50 to 8.00
Wood, Malabar, per picul	\$8.25 to 8.50
Wood, South Seas, per picul	\$13.00 to 13.50
Wood, Manila, per picul	\$1.00 to 2.00
Wood, Siam, per picul	\$2.25 to 2.50
Antonia White, 1 to 5, per picul	\$3.20 to 3.45
Antonia Dark Brown, per picul	\$4.70 to 5.00
Antonia Red, per picul	\$4.70 to 5.00
Kazila, Dry White, per picul	\$8.95 to 9.05
Kazila, dry, per picul	\$3.45 to 3.65

\$1.75 to 1.85

COSTS.		DESTINATION.	
Alfalfa, per picul	.....	\$1.25	to 1.88
per picul	.....	\$3.58	to 5.55
per picul and box	.....	\$3.85	to 5.82
per picul	.....	\$9.25	to 9.45
Glaze, per box	.....	\$3.50	to 3.50

SHANGHAI.

ON 8TH JULY, 1877.

the numerous steamers, tugs, and rowing hulks employed in these are not included in this

39	Vogel, Hagadora & Co
40	Frasar & Co
41	C. M. S. N. Co
42	Jardine, Matheson & Co
43	Nils Melzer
44	Morris & Co
45	Frasar & Co
46	Waterfield & Swire
47	Wm. Frisken & Co
48	Gibb, Livingston & Co

100

59	Gibb, Livingston & Co	
24	Russell & Co	
80	Gilman & Co	
84	H. & Schellens & Co	
54	Board & Co	
54	Morris & Co	
48	Orler	
48	Adamsen, Ball & Co	
46	Blain & Co	
40	Carter & Co	
CHIEFOO.		
ON 11TH JUNE, 1877.		
94	Ferguson & Co	Hongkong
83	Cornabé & Co	Newchwang
94	Craemann & Hagen	Hongkong
86	Wassman & Hagen	Amoy
87	Cornabé & Co	Amoy
YOKOHAMA.		
ON 2ND JULY, 1877.		
92	Walsh, Hall & Co	
91	Chinese	
116	Noterland Trading Co	
87	Jardine, Matheson & Co	
93	Isaacs Bros.	
117	E. Fischer & Co	
93	Van Oordt & Co	
87	Messageries Maritimes	
93	Chinese	
121	Jardine, Matheson & Co	
100	Japanese	
89	Walsh, Hall & Co	
110	Orler	
85	Doyl & Co	
MANILA.		
ON 7TH JULY, 1877.		

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38	M. Franco	
39	Order	
40	P. Beves	
41	Smith, Ball & Co	New York
42	Order	
43	Pease, Husbell & Co	Boston
44	Ker & Co	New York
45	Pease, Husbell & Co	
46	Tilston, Hermann & Co	
47	Order	
48	Order	
49	Pease, Husbell & Co	London
50	Imbush & Co	
51	Pease, Husbell & Co	Boston
52	R. Aenla	

IN THE CHINA SQUADRON.	
CAPTAIN.	WHERE AT.

Singapore
Hongkong

Com. A. L. Douglas	Yokohama
Com. John Erace	Osoboo
Com. A. E. Dupuis	Mingpo
Com. Chas. Wilkes	Singapore
Com. Comdr. Neesham	Hongkong
H. H. Hippisley	Amoy
Captain Poland	Shanghai
Com. Theobald	Shanghai
Com. Sir W. Wiseman	Tientsin
Com. Cochrane, W. Bert	Nagasaki
Acting-Com. Garbett	Chinghai
	Hongkong
Com. H. O. Salmond	Chinghai
Captain A. Buller	Yokohama
	Hongkong
Lieut.-Com. Paul	Keehow
Com. R. H. Neper	Surveying
Lieut.-Com. J. J. Hay	Taskoo
Lieut.-Com. O. Tudor	Shanghai
Captain B. W. Bar	Surveying N.aki
Act. Com. Sandelands	Kobe
Commodore Watson	Hongkong
Lieut.-Com. H. Byler	Yokohama

IN HARBOUR.

H.M.S.	CAPTAIN.
—	— Lelievre
—	Don Juan Papallo

QUADRON.

COMMANDER.	STATION.
Godeal	Tong King gulf
Stewart	Swatow
Collins	Canton River
Bessard	Pak-hoi
Chinese Admiral	Bogue Forts
d'Longueville	Hollow
Salt Commissioner	Canton River
Leaping-tie	Chang-show
Wale	Bogue Forts
Callier	West Coast Ports
Malish	Haikong-shan
Chung	Canton River
	Bogue Forts

SMITH, WYTHIAN Street, HONGKONG.

[illegible]

TO	COMPTON	DESTINA-
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SHANGHAI.

ON 8TH JULY, 1877.

The immatures of the above, eggs, and hatching bulks employed in these are not isolated in this

53	Vogel, Hagdora & Co
52	Freese & Co
51	C. M. S. N. Co
50	Jardine, Matheson & Co
49	Nils Molloy
48	W. H. Morris & Co
47	Prater & Co
46	Brauerfeld & Seiwie
45	Wm. Frislan & Co
44	Gibb, Livingston & Co
43	Order
42	Fraser
41	Carter & Co
40	Prater & Co
39	Gibb, Livingston & Co
38	Bussell & Co
37	Gilman & Co
36	Ed. Schellhaas & Co
35	Heard & Co

140	Carter & Co	
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CHEFFO.		
on 11th JUNE, 1877.		
94	Fergusson & Co	Hongkong
93	Cornwall & Co	Newchwang
94	Crasemann & Hagen	Hongkong
96	Crasemann & Hagen	Amoy
87	Cornwall & Co	Amoy
YOKOHAMA.		
on 2nd JULY, 1877.		
92	Walsh, Hall & Co	
91	Chinese	
90	Matheson Trading Co	
87	Jardine, Matheson & Co	
99	Orler	
17	Isaac Bros.	
19	E. Fischer & Co	
87	Van Oordt & Co	
13	Menageries Maritimes	
97	Chinese	
21	Jardine, Matheson & Co	
90	Japanese	
90	Walsh, Hall & Co	
10	Orler	
5	Boyd & Co	

ET ON 7TH JULY, 1877.

37	Order	
53	Order	
140	Order	
193	M. Franco	
398	Order	
66	P. Reyes	
67	Smith, Ball & Co	New York
67	Order	
98	Pease, Husbell & Co	Boston
27	Order	New York
29	Pease, Husbell & Co	
84	Tillson, Hermann & Co	
79	Order	
87	Pease, Husbell & Co	
88	Order	
98	Pease, Husbell & Co	London
98	Pease, Husbell & Co	
98	Pease, Husbell & Co	Boston
98	Pease, Husbell & Co	
98	Pease, Husbell & Co	

IN THE CHINA SQUADRON.

CAPTAIN.	WHERE AT.
Captain P. H. Colomb	Yokohama
Captain Hochan	Singapore
Com E. J. Church	Hongkong
	Yokohama

Acting-Com. Needham Hongkong

Com. H. Hippisley	Amoy
Captain F. Ford	Shanghai
Com. Theobald	Shanghai
Com. Sir W. Wiseman	Tientsin
Com. Cochrane	Thart
Acting-Com. Garbutt	Nagasaki
	Grinding
Com. H. G. Salmon	Huangkong
Captain A. Buller	Chinchang
	Yokohama
	Hankow
	Kobe
	Yokohama
Lieut.-Com. Paul	Keeloo
Com. R. M. Napier	Surveying
Lieut.-Com. J. J. Hay	Hankow
Lieut.-Com. O. Tudor	Singapore
Captain B. W. Pax	Surveying Nanki
Act. Com. Sandilands	Kobe
Commander Watson	Hankow
Lieut.-Com. H. Ryder	Yokohama

IN HARBOUR.

H.F.	CAPTAIN.
—	Lellivve
—	Don Juan Rapallo

100

COMMANDER.	STATION.
Godall	Tong King gulf
Stewart	Swatow
Collins	Canton River
Besnard	Fak-lou
Chianse, Admiral	Borneo Ports
d'Longueville	Hollow
Salt Commissioner	Canton River
Fry	Chang-chow
Leaping-tie	Borneo Ports
Wade	West Coast Ports
Calder	Hai-lung-shan
McLish	Canton River
Ching	Borneo Ports